

Approved For Release 2002/06/18 : CIA RDP74B00447R000100010070-4
JOINT MESSAGEFORM

SECURITY CLASSIFICATION

S E C R E T

TYPE MSG	BOOK	MULTI	SINGLE
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PRECEDENCE

ACTION ROUTINE

INFO

DTG

SPECIAL INSTRUCTIONS

342 FOLLOW

25X1A

FROM [redacted]

TO: [redacted] INFO: [redacted]

25X1A ANALYST [redacted]

25X1A

25X1A [redacted]

SUBJ: [redacted] REPORT

25X1A 1. ALL SECTIONS AND PIECES OF AIR 342 FOUND ARE NOW AT

25X1A [redacted] THESE PIECES AT [redacted] ARE FOR PURPOSES OF
ANALYSIS. MAJOR SECTIONS NOT FOUND CONSIST OF THE LEFT HORIZONTAL
STABILIZER, FUSelage FUEL TANK, COCKPIT CANOPY AND THE PILOT'S
SEAT.2. IT WAS NECESSARY FOR THE CHOPPER CREW TO DROP THE LEFT
WING FROM ABOUT 100 FEET ABOVE GROUND DURING FIRST RECOVERY ATTEMPT.
THE SITE OF RECOVERY WAS ON THE LEW SIDE OF A RIDGE AND A DOWN
SLOPE WIND CONDITION EXISTED. THIS WHEN AGGRAVATED BY THE AIR
TURBULANCE CAUSED BY THE CHOPPER WHILE IN HOVER APPARENTLY CAUSED
THE WING TO BEHAVE IN AN UNSTABLE MANNER AT TIME OF PICK UP. THIS,
THE PILOT ELECTED TO DROP THE WING. IN MY OPINION, THE CHOPPER
PILOT MADE THE RIGHT DECISION. AS A RESULT, THE WING BROKE AT
A POSITION ROUGHLY SIX FEET FROM THE WING TIP. A NEW SLING
ARRANGEMENT WAS USED ON THE SECOND RECOVERY WITH SUCCESS.

DATE	TIME
14	
MONTH	YEAR
JAN	66
PAGE NO.	NO. OF PAGES
1	2

TYPED NAME AND TITLE		PHONE	RELEASER
DRAFTER	CO/cca		SIGNATURE

25X1A
TYPED NAME AND TITLE
[redacted]
Lt Colonel, USAF
[redacted]

SECURITY CLASSIFICATION

REGRADING INSTRUCTIONS

S E C R E T

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